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RALLYE AÏCHA
DES GAZELLES

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'06 DODGE RAM
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'15 GMC 3500HD

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JULY 2015

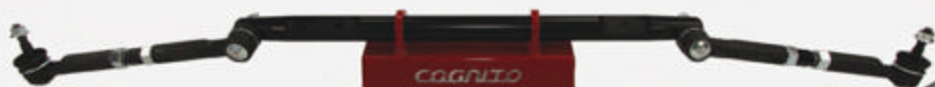
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ON THE COVER:

Rachelle Arnold was kind enough to roast the tires off her Cummins-powered '01 Ford Excursion for our cameras. Rachelle and husband Brian have done a lot of work to their family wagon, including a full front end swap using parts from a '10 F-250 Super Duty. **Photo by Jason Gonderman**

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8-LUG HD TRUCK

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GARAGE

BY MONICA GONDERMAN

TWO FAVORITE WORDS, JOINED AT LAST

A girl and her truck. We're talking truck gals. Did I just combine two of your favorite words? I figured! Everyone always talks about a guy and his truck, especially with the release of those Chevy Colorado commercials that highlight the appeal of truck guys in contrast to car guys. That's a whole separate topic (and quite a polarized one at that), but for now, let's focus on ladies and their trucks.

Truck girls are a unique breed. If they don't own a killer truck right now, they might have in the past and have more than likely grown up around trucks. If you're a truck guy (which you presumably are because this is a truck magazine), then you have probably had or will have an interest in truck girls. If you're a truck guy who's with a non-truck girl, we can only hope she more than makes up for it in other areas. However, if you're a truck guy who can hold out for the perfect truck girl, it just might be worth it.

Simply put, truck guys belong with truck girls, and truck girls belong with truck guys. Here's five reasons why truck girls are awesome.

TRUCK GIRLS ARE ADVENTUROUS.

It's a generality, that's true, but just like truck guys, truck girls probably like to be outside, exploring and doing things. They're up for a challenge and actually enjoy adventure that can be found in cruising, racing, and customizing trucks. They're the perfect adventure buddy—or more!

TRUCK GIRLS DRIVE MANUAL TRANSMISSIONS.

There's probably nothing hotter than a confident, down-to-earth chick rowin'



This girl isn't afraid to throw some sparks.

PHOTO: CALIN HEAD

through some gears. If she doesn't know the ins and outs of driving a standard transmission, she's probably willing to learn or at least entertain the prospect.

TRUCK GIRLS SUPPORT THE TRUCK HOBBY.

For better or worse, truck girls not only think trucks are cool (including yours), but they actually encourage the passion and support buildups—not begrudgingly and with penalty, but willingly—because they want to. That's great news for truck guys. You might get into it way over your head and way too deep for the piggy bank, but at least you won't be fighting with her.

TRUCK GIRLS APPRECIATE THE TRUCK GUY.

Trust me, this is true. While some would argue a vehicle is just a means of transportation, just like a washing machine is for cleaning clothes or a dishwasher is for sanitizing dishes, truck girls know this isn't how a truck guy views his truck. A truck is an extension of who you are, revealing some creative, unique portion of you. It's meaningful and important. It's a summation of how you've chosen to invest time and money. Nothing is more crushing than the apathetic look of complete disinterest in something so important in a truck guy's life.

TRUCK GIRLS ARE HELPFUL IN THE GARAGE.

She may not know it all, but she at least cares and wants to learn and would rather hang out with you in the garage than do some mall shopping on a beautiful Saturday afternoon. Her brain also works differently than the truck guys, so she can problem solve in ways they can't.

Why do you think truck girls are awesome?

Email me at:
mgonderman@enthusiastnetwork.com.

—Monica

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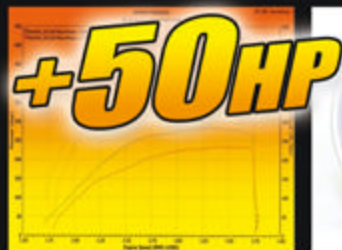


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With cast aluminum inner and outer fins for heat dissipation, and equipped with a Neodymium magnet equipped fill plug to attract and hold harmful ferrous metal contaminants before they attack the bearings and gears, these covers will help to extend differential service life.

PPE Covers Feature:

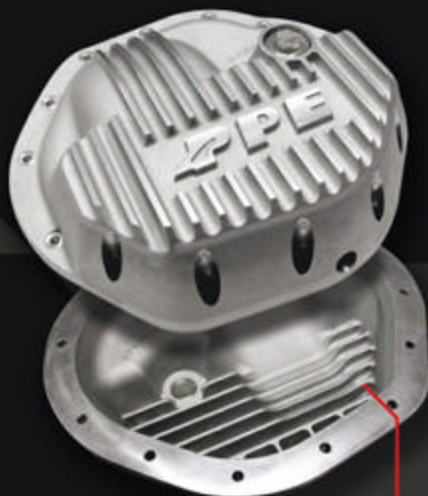
- Stainless steel Allen-head fasteners
- All covers feature 1 inch stainless steel Neodymium magnet equipped fill plugs
- Viton O-ring sealed fill and drain plugs
- Some feature tapped accessory ports: 1/8 and 1/4 inch for temperature probes
- Some have oil capacity greater than the factory installed pan

Rear covers available for:

- 2001 and newer GM 2500/3500 trucks with 14 bolt - 11.5" rear axle
- 2003 and newer Dodge 2500/3500 trucks with 14 bolt - 11.5" rear axle
- 1986 and newer Ford (except Dually) F250, F350, Excursion with the 10.25" or 10.5" rear axle

Front covers available for (4x4 only):

- 2011 and newer GM 2500HD/3500HD trucks with 9.25" differential
- 2003-2014 Dodge/Ram 2500/3500 trucks



NEW Dodge/Ram
Front Diff Cover

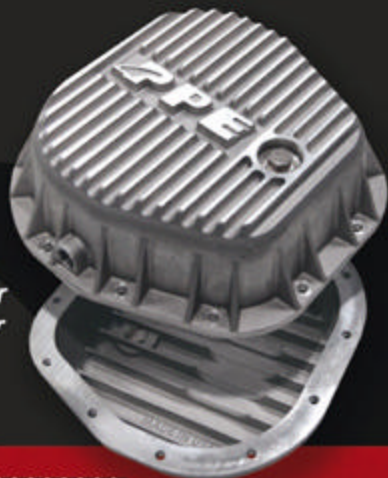
Large inner and
outer cooling
fins for lower
differential
oil temps



GM/Dodge
Rear Diff Cover



GM Front
Diff Cover



Ford Rear
Diff Cover

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Each pan features internal and external cooling fins. These cooling fins, combined with the aluminum construction, allow for reduced transmission oil temperatures. Cooler oil lubricates better which helps increase transmission service life.

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- Robust side ribs provide additional case strength
- Deep baffles prevent "sloshing" and also help transfer heat.

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Also available in standard depth

Dodge DEEP Trans Pan:

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1989 to 1995-46RH, 47RH
1996 to 2001-46RE, 47RE
2002 to 2007-48RE
All 727 transmission bodies

NEW Ram
68RFE
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MAILBAG

BY 8-LUG STAFF

THE WOMEN OF DIESEL

I was curious if y'all have ever thought of having a column for the diesel wives and girlfriends to share their stories. This would

not only get more readers, but it would also be fun to read about what we go through supporting our guys and what we do to our own trucks. Just food for thought. I personally think this would be awesome.

Rachel Miller
Porter, Texas

We completely agree with you, Rachel! It takes a strong woman to support a man who's into such a testosterone-driven hobby. But it's not only the men who are making a splash in the diesel scene—there are a lot of women out there with hot trucks competing on the sled pull tracks and dragstrips right alongside their men. And that is awesome! That's why we've dedicated not just a column, but nearly a full issue, to women and their trucks. So keep sending us your stories—from behind the scenes or on the front lines—and we'll keep publishing them!



See more on page 52.

SINGLE- OR MULTI-DISC CLUTCH?

I was fortunate enough to come across a '98½ Dodge Ram 2500 with a manual five-speed transmission, 140,000 miles, newly

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THOR FP8



KNIGHT FP8



SNAFU FP8

NEVER DUPLICATED

replaced injectors, and a new fuel pump. The previous owner towed a fifth-wheel and added an Edge programmer, exhaust brake, turbo-back 4-inch exhaust, and K&N air filter.

I suspect my clutch will need to be replaced shortly, as every time I accelerate hard, the engine revs up, but my speed doesn't respond at the same rate. I suspect slippage, but I don't know how to go about selecting a new one. I do some towing and hauling, and I don't plan on making any major engine modifications to boost my power, but I'm still a little confused about whether to get a single-disc or dual-disc unit. Any advice would be great.

Josh Reed
Edmonds, Washington

Choosing a clutch can be rather tricky, but since your power levels are going to stay the same, it's a little simpler. While power is often used to rate clutches, it's actually torque

that causes everything to slip, which is why Formula 1 cars can make 900 hp—at 12,000 rpm—with clutches the size of dinner plates. Diesels, on the other hand, are just the opposite. They make good power down low, which requires large-diameter clutches with a lot of clutch material and clamping force.

When it comes to choosing a clutch for a street truck, it basically comes down to buying a single-disc clutch, or a double- or triple-disc upgrade. Single-disc clutches drive differently than multi-disc units, and there is a lot more give or slip in the engagement than multi-disc units. Especially when backing up, the double- and triple-disc clutches have a tendency to chatter (or grab and then slip in quick succession) when engaging. Pedal pressure is also much higher than stock, as the extra force is needed to resist big torque levels. It makes no difference whether it's a Ford, Dodge, or GM truck with a stick shift, these attributes pretty much hold true for any brand.



*In most cases, if the truck's owner is planning to stay in the 300 to 500hp range (along with 500 to 900 lb-ft of torque), a single-disc clutch can be used to maintain stock-like driving manners and increase holding capacity over the factory version. Since it sounds like you're looking for reliability more than anything, a nice single-disc will be all you need. **B-L***



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BY TORI TELLEM

LUG NUTS

NEW, INTERESTING, AND FUN THINGS ABOUT HD TRUCKS



BIG RIG RACING RETURNS TO U.S. IN 2015

The Meritor ChampTruck World Series is all about competitive big rig road racing, and 2015 is its inaugural season, wherein it will have 10 events across North America, including Charlotte Motor Speedway and Las Vegas Motor Speedway. Been wondering where big rig truck racing's been in the U.S.? Rightly so—this is the first time for major racetracks to partake in this kind of racing since 1993. Any conventional or cab-over truck that's at least five years old can compete. For a full calendar of events and rules, head to champtruck.us.com.



NEW YOKOHAMA TRUCK-TIRE WEBSITE

Meet the website dedicated to Yokohama's commercial tires: yokohamatruck.com. There are all sorts of goods there, including a tire inspection guide for helping fleet customers identify common tire issues and solutions, a fuel-savings calculator, a tire-inflation-pressure calculator, and updates on anything and everything Yokohama tire-related.



'16 NISSAN TITAN XD's TWO-STAGE TURBOCHARGER

The Cummins Turbo Technologies two-stage turbocharger that's appearing in the new '16 Nissan Titan XD is its most noteworthy version of the two-stager to date. The next-generation Holset M2 system with Rotary Turbine Control equates to lower emissions levels and improved efficiency and driveability. It was developed between Cummins Engine Business and Nissan just for this pickup.



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Ford Chassis Cab 4-Link Rear



youtube.com/keldermanTV



DAIMLER TRUCK'S SUPERTRUCK

Daimler Truck North America's SuperTruck is a study in improved efficiency of road freight transport and technological innovation. Aerodynamics, energy management, powertrain, and other areas are being observed for reducing fuel consumption. The SuperTruck has a GVWR of 65,000 pounds and, in testdrives thus far, has gotten 12.2 mpg, averaging 65 mph. If the SuperTruck seems familiar to you, it's because the study began in 2010 and has been supported through a grant of \$40 million from the U.S. Department of Energy. P.S. The DOE was eyeballing a 50 percent improvement in freight efficiency of Class 8 trucks. So far, the SuperTruck has seen a 115-percent improvement over an '09 baseline truck.

WOMEN IN TRUCKING IMAGE TEAM

In an effort to encourage more women to enter the trucking industry, Women in Trucking has created the Image Team. The team will speak to the media and other drivers as well as do ride-alongs with legislators and industry leaders and work with the Women in Trucking organization.

HOW GM REVOLUTIONIZED COLLISION REPAIR



PHOTO: GM

The '15 Chevy Silverado has a key reason to be studied by all automakers: less time and fewer costs for body repairs, thanks to advanced materials and unique engineering. For example, depending on the impact, the front framerail section repairs could be done to a leading section of the frame instead of replacing the entire chassis. Also, for roof panels, replacements are designed to be nearly plug-and-play via preinstalled holes and studs. And if the bed is damaged, a full box may not be required. Now, the outer bedside or bedside assembly may be able to be repaired from the bed floor out.

GOODYEAR NAMES 32ND HIGHWAY HERO



Back in 1983, Goodyear established the Highway Hero Award for professional truck drivers who risked their lives to help others as they traveled the highways of

North America. The 32nd Goodyear Highway Hero is Clinton Blackburn of Morehead, Kentucky. His heroic act stemmed from observing a sheriff's car go toward the median and then come to a stop. Clinton noticed the driver was being strangled by a prisoner he was transporting, so he sprang into action and began struggling with the prisoner in an effort to help save the officer. During this, the prisoner pulled the officer's gun, but Clinton grabbed the barrel and pointed it toward the dashboard while the sheriff freed himself. The prisoner's next attempts to turn the gun on Clinton and to drive away failed. For his acts, Clinton received a Highway Hero ring, a \$5,000 prize, and more.



FORD TONKA DUMP TRUCK

This Tonka truck is a unique Ford F-750, sporting not only the 6.7L Power Stroke and a custom grille, but also a dump body from Truck Tech Engineers. The (almost) 10-foot-tall specimen will be on display throughout the year at work truck, commercial, and vocational trade shows and is a partnership between Ford and Funrise Toy Corporation, the manufacturer of Tonka-branded products. **BL**

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DODGE CUMMINS-1989-2011

VP44 PUMPS

1998.5-02

Stock VP44-Auto, 5speed, & 6speed
Hotrod VP44-80-100hp gain
Dragon Fire Extreme VP44-150% more fuel
capabilities than a stock VP44



P7100 PUMPS

1994-98

Stock P7100-remanufactured
Dragon Fly-12mm plungers, 550cc
Dragon Flow-13mm plungers, 800cc
Super Dragon Flow-14mm plungers, 1400cc



Billet DV Holders

Gov Spring Kits

Camplates

Delivery Valves



Dragon Fire



CP3 PUMPS

2003-2011

5.9L & 6.7L Injection Pumps
Stock-2003-2011 Dodge Cummins
Dragon Flow-33% more fuel than stock
Dragon Fire-85% more fuel than stock
Double Dragon-120% more fuel than stock
Dragon Fire 200-200% more fuel than stock

DUAL CP3 PUMPS

2003-2011

5.9L & 6.7L Dual CP3's
New CP3-Additional towing power
Modified CP3-Street/Race applications
Duelling Dragons-Two 85% pumps
Duelling Double Dragons-Two 120% CP3's

CHEVY DURAMAX 2001-2011

Dragon Fire



CP3 PUMPS

Duramax Injection Pumps 2001-2011

Stock-2001-2011 Duramax
Dragon Flow-42% more fuel than stock
Dragon Fire-85% more fuel than stock
Double Dragon-120% more fuel than stock
Dragon Fire 200-200% more fuel than stock



DUAL CP3 PUMPS

LB7, LLY, LBZ, & LMM 2001-2011

The Industrial Injection dual cp3 kit is the ultimate for performance. This kit can be purchased with a new, modified, Duelling Dragons, or the Duelling Double Dragons.
Duramax Dual CP3 kit-1200+ hp
Duramax Dual CP3 kit-with 2 Dragon Fire pumps
Duramax Dual CP3 kit-with 2 Double Dragons



Dragon Fire

6.4L FORD PUMPS

We offer two options for your 2007-09 Ford Powerstroke pickup.
Stock-new injection pump
Dragon Fire Extreme-85% more fuel over a stock injection pump.

TURBOS

Phatshaft

Silverbullet

superEngine

THUNDER 330

DODGE CUMMINS 1989-2011

5.9L/6.7L COMPOUNDS

Add a turbo kit
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-Lower exhaust gas temperatures
-Produces more boost for your
added fueling upgrades

DODGE TURBOS

Industrial Injection has a Phatshaft turbo to meet any application.
Phatshaft-62, 64, & 66mm
Super Phatshaft-62, 64, & 66mm
SilverBullet Phatshaft-62, 64, & 66mm

6.7L WASTEGATES

The new external wastegate setup will be a great addition to the 6.7L twin kit. It is designed to reduce engine damaging drive pressure. The exhaust gas is vented to the hot pipe of the larger turbo, which allows more efficient boost.

2ND GEN COMPOUNDS

Add a turbo to your phatshaft turbocharger. We offer this kit for the 1994-02 Dodge Cummins. It is great for the weekend warrior in need of more towing power. With this compound kit you will experience quick spool up and very low exhaust gas temperatures. We also offer this kit with an S480 for higher horsepower applications.

COMPOUNDS FOR: LB7, LLY, LBZ, LMM & LML

DURAMAX COMPOUNDS 2001-2012

This kit for the duramax motor utilizes the stock turbo for quick spool up and lower EGT's. With added fuel to you Dmax you will need to boost turbo pressure to match. The kit is complete and is capable of over 600hp. We offer kits for the LB7, LLY, LBZ, & LMM.

7.3L FORD TURBOS

Stock-remanufactured for stock applications.
Hybrid GTP30-It is built with a quicker spool up exhaust housing and the non-surge compressor wheel.
GTP30-88mm GT compressor wheel provides 33% more flow than the stock wheel. 1.00 A/R turbine housing, ported shroud housing.

6.0L FORD TURBOS

Stock-remanufactured for stock applications.
Hybrid-remanufactured with a larger compressor wheel. Up to an additional 175hp over stock.
Powermax-Brand new from Garrett. Supports up to an additional 175hp over stock.

6.4L FORD TURBOS

Stock-remanufactured for your 2007-09 Ford Powerstroke.
One year limited warranty.
Powermax-Brand new from Garrett. The 6.4L hybrid turbo is a remanufactured turbo that has been upgraded with larger compressor wheels (71mm & 57mm). This upgrade is good for 750 rear wheel horsepower.

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CHEVY DURAMAX 2001-2011

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Stage five-600+ rwhp (400cc)

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Stage four-capable of 600+ rwhp (285cc)

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BY BRETT T. EVANS

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sPOD

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If you're running a heavy front bumper or winch on your '11 to '15 GM 2500HD, then consider the Superlift Suspension Front Leveling Kit, which provides between 1.5 and 2.5 inches of lift to the front end. The kit restores your truck's stock ride height, meaning your steering and suspension will work better and your headlights will aim correctly. The included shock spacers also allow the use of 33-inch tires for a bit of extra clearance.

Superlift Suspension

844-671-5438 • superlift.com

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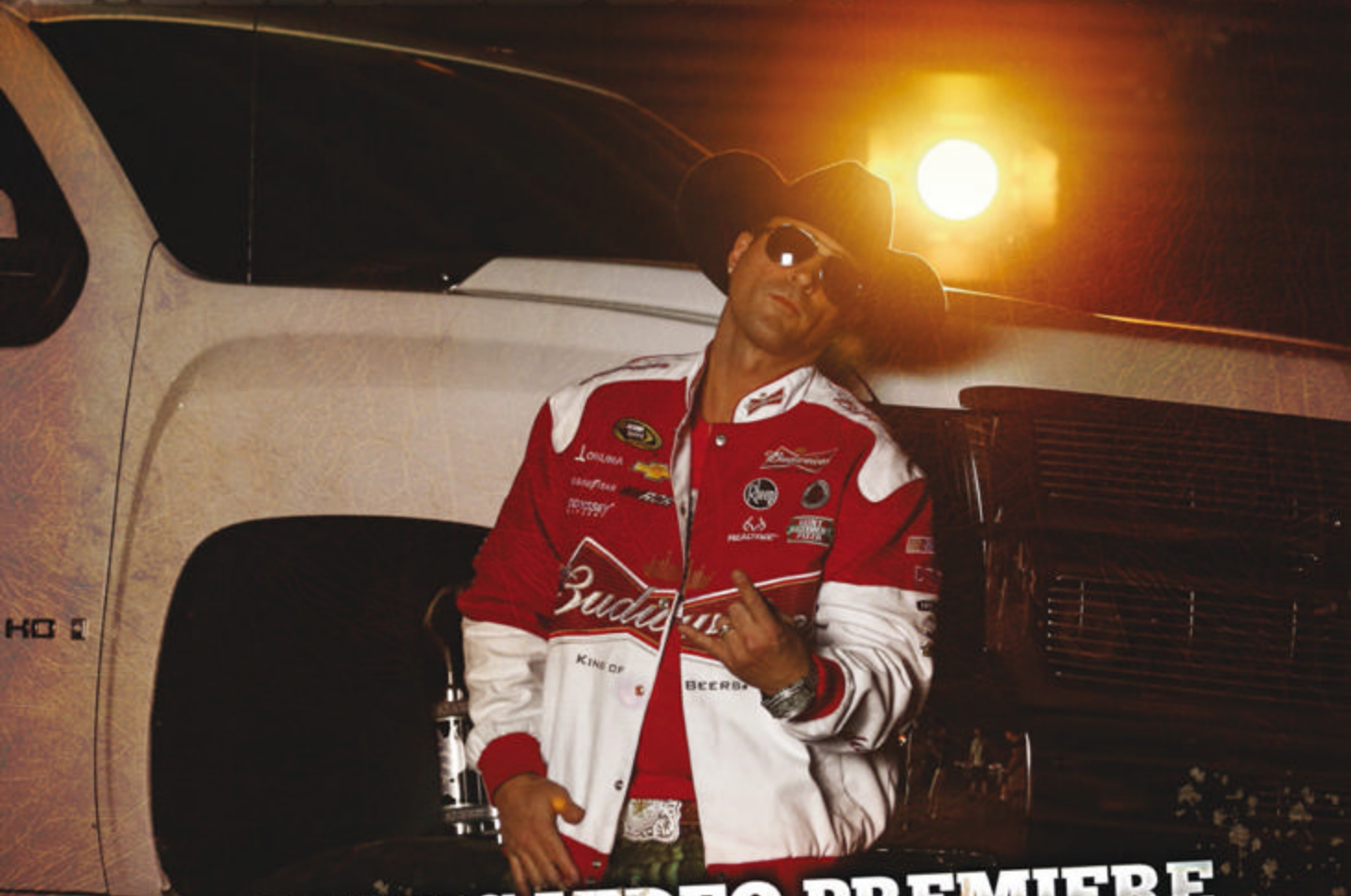
Combining a modular intake tube and drop-in filter, the Airaid Jr. for the '13 to '15 Ram 2500/3500 is a great way to free up some power and throttle response for your 6.7L Cummins. By eliminating the stock intake tube's baffles and corrugations, the modular intake tube allows for freer airflow, while a washable drop-in filter optimizes the engine's breathing. The Jr. uses the factory airbox, so inclement weather is no concern for the intake system, and it's emissions compliant.



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20x9 +00, +18
20x10 -19

GLOSS BLACK W/ MIRROR MACHINED FACE
AND CHROME D-STAR CAP

645B

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18x9 -12, +00, +10, +18
20x9 +00, +18
20x10 -19

SATIN BLACK W/ CNC MILLED LIP ACCENTS
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FULLSIZE



BY BRETT T. EVANS ■ PHOTOS: JASON GONDERMAN

RACHELLE'S "NEW" EXCURSION COMES WITH AN INLINE-SIX SURPRISE

The Excursion SUV was built on Ford's rugged F-250 Super Duty chassis, so there isn't a lot that can improve the capabilities of this legendary workhorse. However, Rachelle Arnold found a way when she and her husband Brian decided to do the increasingly common Cummins swap, getting rid of the old truck's Power Stroke 7.3L V-8.

The swap opens up a world of aftermarket performance opportunities, and Rachelle says she gets 25 mpg now if she's easy on the

throttle. That's a number most 7.3L owners could only dream of.

After finding the right 24-valve Cummins I-6, Rachelle and Brian undertook the heart transplant starting in April 2014, but that wasn't all they wanted to change about their supersized SUV. Since Ford doesn't make brand-new Excursions anymore, the Arnolds decided to build their own, doing a full exterior conversion to the '11-to-present Super Duty styling.

A full powertrain, suspension, steering, and appearance transformation took tons of patience, so the Excursion wasn't finished until

FUMMINS



You might be able to convince a layperson the Excursion is still made—that's how good the current Super Duty's front end looks on the fullsize SUV. Rachelle's satin black daily driver has a stealthy, subtle look to it...at least until you see it glowering in your rear-view mirror.

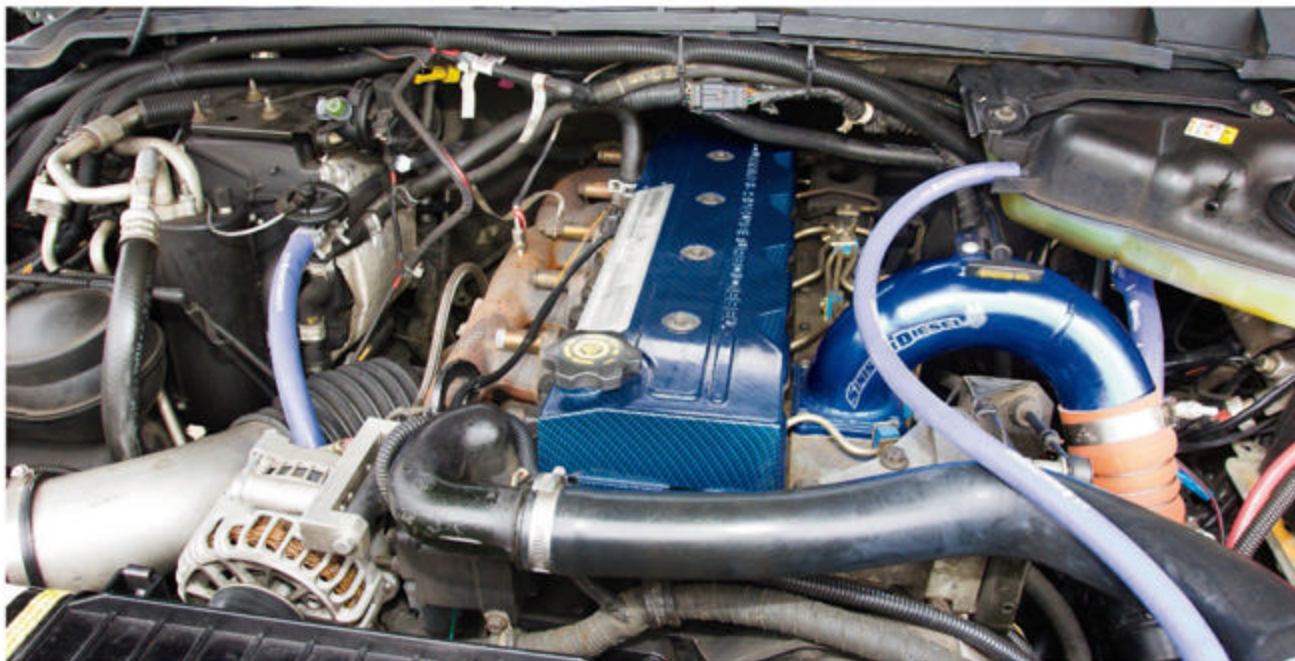
FULLSIZE FUMMINS

four months later. However, as you see, the hard work has paid off. Rachelle's "brand-used" daily driver has all the personality and uniqueness you'd expect from a proud eight-lug owner. Best of all, the Arnolds got to show their truck off at the family business' SEMA booth in 2014, and the truck will be a featured vehicle at the 2015 SEMA Show!

Keeping that motor under control is the Edge Juice with Attitude CTS programmer. Whether commuting, towing, or showing off, Rachelle can keep an eye on all her SUV's vital signs and dial in a bit of extra boost if she feels the need.



It looks as good going as it does coming. The shaved bodysides and black-powdercoated rear bumper look much cleaner than the stock plastic cladding and chrome.



The heart and soul of this project is this: a 24-valve 5.9L Cummins I-6. This engine was capable of 325 hp and 610 lb-ft of torque in stock form, so there's some definite power potential if Rachelle and Brian ever decide to turn up the wick on their motor. The carbon blue valve cover does its part to give the engine bay some flash, coordinating perfectly with the Sinister Diesel air intake and spark plug wires.



Twin steering stabilizers keep Rachelle and Brian on the straight and narrow. With massive wheels and tires, steering stabilizers are a must-own for any daily driven lifted truck.



More boost from the controller and more air from the Sinister intake would seriously tax the Excursion's stock fuel system. Luckily, this FASS Titanium 150-gph pump kit keeps the engine fed and running properly—even at the direct-injected engine's high fuel pressures.

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FORD MODELS



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FULLSIZE FUMMINS



A Rok-Tek mesh grille, powdercoated this lovely shade of pink, is just about the only color we get on the exterior of this Excursion. It's a pretty bitchin' statement for Rachelle to make about just who drives this rad ride.



A BDS Suspension 8-inch lift—including twin hydraulic front shocks—jacks the truck up high for extra clearance, better visibility, and that badass look. The lift included everything needed to get the Excursion to ride better, including front and rear leaf packs and beefed-up steering components.



These off-road lamps and D-rings, mounted to the heavy-duty bumper, make this SUV ready for anything. Backing into dark spaces is no problem for anyone behind the wheel of the Excursion.



One of the coolest, most subtle features of the Excursion is the custom-fabricated roof rack. The sides of the basket feature die-cut Rok-Tek logos, which dress up what could have been just another custom rack. Also, note how cool the yellow-letter Atturo Trail Blade M/Ts look when the truck is in motion.



The Atturos are wrapped around 22-inch V-Rock Reactor wheels. The maximum-traction tires are 37-inchers, so they have no trouble hurdling tough terrain, potholes, and other road hazards.

SpecSheet

- **YEAR/MAKE/MODEL:** '01 Ford Excursion
- **OWNER:** Rachelle Arnold
- **HOMETOWN:** Oregon City, Oregon
- **ENGINE:** 5.9L 24-valve Cummins I-6
- **INDUCTION:** Sinister Diesel air intake
- **EXHAUST:** Diamond Eye Performance 4-inch exhaust
- **FUELING:** FASS Titanium 150-gph lift pump
- **ENGINE MANAGEMENT:** Edge Juice with Attitude CTS programmer
- **TRANSMISSION:** 4R100 four-speed automatic
- **SUSPENSION (FRONT/REAR):** BDS 8-inch lift kit all around, twin front BDS shocks, and twin steering stabilizers
- **WHEELS:** 22-inch V-Rock Reactor
- **TIRES:** 37x13.50x22 Atturo Trail Blade M/T
- **ODOMETER:** 167,000 miles
- **FUEL ECONOMY:** 23 to 25 mpg
- **WEIGHT:** 9,800 pounds
- **SPECIAL THANKS:** "My supportive family. Also, all our suppliers: Diesel Conversion Specialty, Diamond Eye Performance, Bushwacker, BDS Suspension, Atturo Tires, V-Rock Wheels, Quietride, Tiger Lights, FASS Diesel Fuel Systems, Edge Products, LKQ, Keystone, Superwinch, Hard Notched Customs, and Sinister Diesel."
- **FUN FACT:** "The 24-valve conversion isn't a weekend project! Trying to get the computers to talk to each other took longer than we thought. The Excursion will be a featured vehicle at SEMA 2015, and it'll get a new paintjob and a '10-plus Super Duty interior before then!" **B-L**

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THE REAPER

A MENACING, MANUAL DUALIE



Prominent 20-inch Fuel Mavericks wrapped with 38-inch Toyo Open Country tires, combined with the Rough Country suspension, give the Reaper a commanding stance.

REAPER



THE REAPER

Trucks are a dime a dozen in Midland, Texas. Fun fact: There are actually more fullsize trucks in the city of Midland than there are cars. If this simple statistic isn't enough, would you believe that almost half of those trucks are driven by women? Kenda Proper is one of those ladies, but her four-wheel-drive, Cummins-powered '06 Dodge Ram 3500 is far from ladylike.

Kenda and her husband originally bought the Patriot Blue dualie out of necessity. They needed something powerful and dependable enough to pull a 40-foot gooseneck trailer loaded down with their race trucks and gear to diesel races and truck shows across the southern United States. It wasn't long before Kenda was bitten by the custom truck bug and realized a stock Mega Cab wasn't for her—she had to do something to make her truck stand out. "I

wanted to build a truck that would turn heads at shows," she says. "Women can build jaw-dropping trucks, too."

Since the Ram is used for hauling, it was only natural that the first item on the to-do list was to get more power out of the 5.9L Cummins powerplant. To get the diesel breathing better, Kenda installed a custom, 4-inch exhaust that splits into dual 5-inch pipes mated to giant 10-inch tips. With the truck breathing more easily, she had Hardway Performance build a set of custom engine tunes that can be engaged on the fly by way of a CSP5 switch from SoCal Diesel. As you'd expect, the truck had more power than the stock automatic could reliably handle. After the Dodge grenaded a handful of transmissions, Kenda decided to have a more durable transmission installed, going with a mildly modified G56 six-speed manual paired with a Valair dual-disc clutch. "I'm more confident in the truck since moving to the manual.



The interior remains mostly stock, aside from hydro-dipped accents and an in-dash Kenwood DVD receiver.



The Rok-Tek grille, combined with the Iron Cross bumper and 24-inch LED lightbar, gives the Reaper a sleek front-end look while adding protection.



Recon taillights and the massive Iron Cross rear bumper complement the rear of the truck nicely, contributing to the Reaper's overall aggressive look.





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THE REAPER

I know it can handle everything I throw at it," she says.

With the truck performing the way she wanted, it was time to move on to the cosmetics. Kenda went with a Rough Country suspension lift, raising the front 7.5 inches and elevating the rear 5 inches. Green powdercoated coil springs add color to the undercarriage. She installed a set of Rough Country steering stabilizers to keep her rig running spot-on down the road. Naturally, a new set of wheels and tires were next on the list. As you can see, the 20-inch Fuel Mavericks go perfectly with the 38-inch Toyo Open Country M/T tires. Kenda finished off the look by installing a set of Iron Cross bumpers.

This truck is big—Texas big. But, despite the sheer size of it, the wrap is what really catches people's attention. Kenda wanted to make a statement with the Dodge. She jotted down a handful of ideas she wanted to incorporate and then contacted vehicle wrap guru David Lay at Graffix Xpress in nearby Odessa. The two of them worked together for hours to develop the sinister look you see here. The final piece of the puzzle was coming up with a name that fit the truck. Kenda solicited the help of her friends and followers on Facebook and, after numerous suggestions, Reaper was the name that stuck.

Reaper can be seen at various shows around Texas and the southern United States in the spring and summer. Kenda said her favorite thing is when kids come up to the truck at shows and

"Kenda proved women can do everything men can do in the truck world when she built the Reaper."



The image on the hood, which is Kenda's favorite part of the wrap, will make the hair on the back of your neck stand up.

start asking questions about it, not realizing she is the owner. When they realize a "girl" owns the truck, it's icing on the cake. "Dad! A girl owns that truck. That's so cool!"

"It makes all the hard work I put into the truck worth it," Kenda smiles. Kenda proved women can do everything men can do in the truck world when she built the Reaper. You go girl!



Kenda's daughter, Aubree, is the proud owner of Li'l Reaper, a Power Wheels Dodge dualie sporting an identical wrap to the real-life Mega Cab.

SpecSheet

- **YEAR/MAKE/MODEL:** '06 Dodge Ram 3500 4x4 Mega Cab dualie
- **OWNER:** Kenda Proper
- **HOMETOWN:** Midland, Texas
- **ENGINE:** 5.9L Cummins I-6
- **EXHAUST:** 4-inch downpipe to dual 5-inch pipes with 10-inch tips
- **ENGINE MANAGEMENT:** Efilive by Ryan Milliken at Hardway Performance, SoCal Diesel CSP5 switch
- **HORSEPOWER:** 440 hp (est.)
- **TRANSMISSION:** G56 six-speed manual swap done at Power Source Diesel in Big Spring, Texas
- **SUSPENSION (FRONT/REAR):** 5-inch Rough Country lift with 2.5-inch front leveling kit
- **INTERIOR/AUDIO/VISUAL:** Trim pieces wrapped to match truck, 7-inch Kenwood deck fiberglassed into stock radio bezel
- **EXTERIOR/ACCESSORIES:** Custom wrap done by Graffix Xpress; Recon LED headlights, cab lights and fender markers; N-Fab bed-lined side steps; Iron Cross Automotive front and rear bumpers; Rok-Tek Fabrication custom front grille; custom powdercoated Metallugz.com spike lug nuts; and Rigid Industries LED cube lights in bumper
- **WHEELS:** 20-inch Fuel Maverick
- **TIRES:** 38x13.50R20 Toyo Open Country M/T
- **ODOMETER:** 120,450 miles
- **FUEL ECONOMY:** 14 to 15 mpg (est.)
- **SPECIAL THANKS:** Power Source Diesel in Big Spring, Texas; Hardway Performance; Graffix Xpress; Da Drop Shop; Rok-Tek Fabrication; Toyo Tires; Fuel Offroad; IGotACummins.Com; RamNation
- **FUN FACT:** "The truck is used to pull equipment trailers for my detail business on a daily basis. I also pull our 40-foot gooseneck car hauler to races and events, pulling two drag trucks at a time." **B-L**



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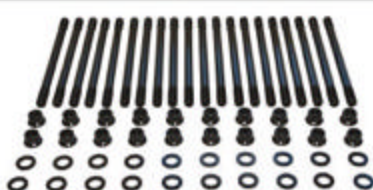
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MONICA GUBLER'S 2015 FORD F-350 DRIVES HER BUSINESS FORWARD

Monica Gubler is a lot like any successful insurance agent. She's pretty, personable, and driven to succeed. However, while many of her peers might choose a nice luxury sedan or a German sports car as their daily drivers, Monica does things a little differently. Enter Big Sexy, her custom-built '15 Ford F-350 Super Duty, which has become as much a part of her Las Vegas-based business as anything.

"This image of a woman driving a big diesel truck wearing a dress and heels has really set my business apart from the



BIG SEXY



Red is the order of the day for Monica's "mobile billboard." The tow mirrors, fender flares, and wheel accents are all dipped in body-color paint, while red inserts in the custom-built bumpers tie the front-end styling together without looking too monochromatic. The suspension, steering system, and drivetrain all get matching accents as well.

BIG SEXY

rest of the competition," Monica says. "I drive this truck daily, meeting my clients and inspecting properties all over Las Vegas and the state of Nevada."

Being from the small town of Dillon, Montana, Monica grew up around diesel trucks, so she seized the opportunity to custom-order this '15 F-350 directly from Ford. It replaced her '01 F-250, and it's the second diesel she's owned and modified. As soon as she took delivery of the F-350, it immediately got put on the rack, and the custom build began—getting the truck ready for the 2015 SEMA Show just 60 days in the future. Once the truck was finished, Monica had one incredibly distinctive ride to use for home inspections and client meetings.

In addition to providing a secure place to mount the spare tire and other trail necessities, the roof rack comes with a bright LED lightbar on each side, providing 360 degrees of illumination for dark trails, camping, and late-night outdoor parties—like the ones we see at SEMA every year.



The front end of Monica's truck gets a significant update in the way of a custom front bumper, which was built along with the roof rack by her husband Damon and his friends at Las Vegas Wrought Iron. Three 40-inch LED lightbars on the front end give Monica a clear view of the trail ahead and dazzle guests at the various charity and community events Big Sexy attends.



A Fabtech four-link system with Dirt Logic coilovers, Fabtech steering stabilizers, and a Hellwig sway bar keeps the front end planted while providing an 8-inch lift.



Out back, Fabtech springs and Dirt Logic shocks combine with Hellwig Big Wig airbags and a Hellwig sway bar to safely carry heavy loads. Monica plans on installing a cantilever rear coilover system in the very near future.



American Force Storm wheels, sized 22x12, were powdercoated in Lolly Pop Red over Cosmic Orange, then custom-milled and polished for that just-right look. They're mounted on 37-inch Toyo Open Country M/T tires. Monica says the wheels didn't arrive until just three days before SEMA. "Thankfully, they arrived in perfect condition! Nothing like buttoning up at the 11th hour."

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BIG SEXY



The interior is custom-done in black leather with coordinating red piping, quilted seat inserts, and stitching. Monica's last name is set off with a big ol' 'G,' embroidered right into the headrest. As with any project, the interior isn't quite how Monica wants it, but it looks seriously cool as is.




Other cool details out back include a body-color-matched red axle housing and Mag-Hytec differential cover. A heavy-duty Warn winch provides an added measure of security in the area's occasionally brutal snowstorms.



"Go big or go home! You have to be an innovator and be flexible when creating a masterpiece like this!" That's Monica's advice to anyone who wants to build her own truck. During the build process, she loved learning how small the aftermarket world is. "We met with so many great people and great companies that made this project well worth it!"

SpecSheet

- **YEAR/MAKE/MODEL:** '15 F-350 Super Duty
- **OWNERS:** Monica & Damon Gubler
- **HOMETOWN:** Las Vegas, Nevada
- **ENGINE:** 6.7L Power Stroke V-8
- **INDUCTION:** K&N AirCharger
- **EXHAUST:** MagnaFlow Black Series
- **FUELING:** Titan Fuel Tanks 50-gallon tank with shield
- **ENGINE MANAGEMENT:** Stock—at least until the engine gets broken in
- **HORSEPOWER/TORQUE:** 440 hp, 860 lb-ft
- **TRANSMISSION:** Ford TorqShift six-speed automatic
- **DIFFERENTIALS:** 3.73:1 gears, Mag-Hytec high-capacity differential covers
- **FLUIDS:** Royal Purple
- **SUSPENSION (FRONT/REAR):** 8-inch Fabtech four-link system with Dirt Logic 4.0 Coilovers, Fabtech 2.25 dual steering stabilizers, Hellwig sway bar system/Fabtech springs and Dirt Logic 2.25 shocks, Hellwig Big Wig airbags on custom mounts, and Hellwig sway bar system
- **AUDIO/VISUAL:** Factory system with upgraded AleaTronix headrest DVD system with 9-inch LCD touch screens
- **WHEELS:** Custom powdercoated, milled, and polished 22x12 American Force Storm
- **TIRES:** 37x13.50R22 Toyo Open Country M/T
- **ODOMETER:** 1,698 miles
- **FUEL ECONOMY:** 14 to 17 mpg
- **SPECIAL THANKS:** All the many vendors who helped out in this build: ARE, American Force Wheels, Alea Leather, Bushwacker, Cargo Glide, EBC Rotors, Hellwig, Knipex, Lloyd Mats, Las Vegas Wrought Iron, Mag-Hytec, MGP, MagnaFlow, Prismatic Powders, Royal Purple, Rogue Racing, T-Rex Grilles, Titan Tanks, Toyo Tires, Warn, XS Power, and 4 The Truck Customs & Accessories
- **FUN FACT:** Monica, aka "Special Agent," drives Big Sexy to inspect her clients' properties all over Las Vegas and the entire state of Nevada. 

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P-PUMPED FIRST-GEN PULLER

WICKED WAYS

BY JASON GONDERMAN ■ PHOTOS: COURTESY OF CASEY HUTTON AND BLYTHE CRADY PHOTOGRAPHY

We often find that the best way to become proficient at something is to be fully immersed in it. It's no surprise then that Casey Hutton would find her way into the world of competitive sled pulling—and it all started with wedding vows.

Casey's husband, Cliff, owns Triple C Diesel Performance in Jackson, North Carolina, and was bit hard by the pulling bug back in 2006. After spending several years watching from the sidelines, it was time for Casey to get in on the action.

Having a big soft spot for first-gen Dodge Rams (her husband had one when they were dating in high school), Casey sought out a '92 Ram W250 to be the base of her new pulling truck. Casey knew if she wanted to hang with the newer generation of common-rail trucks she'd have to invest a significant amount of time and money into her new first-gen. Following the old Johnny Cash recipe, she set to work, one piece at a time.



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WICKED WAYS



Since power was going to be the name of the game, Casey began her mission under the hood. The factory turbocharger was tossed in favor of a higher flowing BorgWarner S300-based unit, and fuel injectors were bumped up to 5x0.014. Exhaust is routed through a custom 4-inch turbo-back straight pipe and exits through a 6-inch miter-cut stack. At this point, the factory VE injection pump was showing its limitations, so Casey swapped a 13mm Bosch P7100 in its place. This pump is capable of providing way more fuel than the current setup requires, and this decision was made on purpose to support the next round of upgrades. An AirDog 165-gph lift pump ensures the system never runs dry. A Stage 3 Colt Big Stick camshaft keeps the whole operation in sync.

Transferring power to the ground is a 47RH four-speed automatic transmission sourced from a '96 Dodge Ram 2500. The transmission has been reworked from front to back,

“When Casey isn’t working on her truck, she can be found at the local track, lined up side by side with her husband.”



and a new transfer case and driveshafts were installed to complete the modification. The truck's Dana 70 rear axle was stuffed with a locking differential, and suspension lockouts were put in place.

The truck's exterior wears a sporty custom gloss black and purple paintjob Casey chose specifically to showcase her style. Since the truck is primarily a sled puller, a custom fabricated weight box was added to the front and sled stops to the rear, along with a pulling hitch.

When Casey isn't working on her truck, she can be found at the local track, lined up side by side with her husband. Together, they make an amazing team. When not out playing with trucks, Casey is in the shop alongside Cliff. Through Casey's hard work and determination she's ended up with one heck of an amazing truck, which she hopes will one day be handed down to the next generation.

SpecSheet

- **YEAR/MAKE/MODEL:** '92 Ram W250
- **OWNER:** Casey Hutton
- **HOMETOWN:** Jackson, North Carolina
- **ENGINE:** 5.9L Cummins
- **EXHAUST:** Custom 4-inch turbo-back to a 6-inch miter-cut stack
- **HORSEPOWER:** 625 hp
- **TORQUE:** 1,270 lb-ft
- **TRANSMISSION:** 47RH four-speed automatic
- **SUSPENSION (FRONT/REAR):** Factory
- **EXTERIOR/ACCESSORIES:** Custom black and purple paint, front weight box, sled stops, and pulling hitch
- **WHEELS:** Factory third-gen Dodge
- **TIRES:** 35x12.50R17 Nitto Trail Grappler
- **ODOMETER:** 325,000 miles
- **SPECIAL THANKS:** "Huge thanks to my husband! He is my inspiration. Not all men will stand behind and empower their ladies, especially in this industry. We sled pull side by side and always have a blast while working together in the shop or out on the track."
- **FUN FACT:** Casey's husband, Cliff, owned a first-gen Dodge while they were dating in high school, further enhancing her attraction to the truck and the man. 📸

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THE DIRTY QUEEN B

SOCGER SHUTTLE TURNED SLED PULLER

BY JASON GONDERMAN ■ PHOTOS: COURTESY OF ALISHA DUKES

Alisha Duke's '09 Chevrolet Silverado 2500HD started life innocently enough, as a fitting minivan alternative, shuttling her children to and from school and soccer practice. With a passion for performance and love of trucks, Alisha set out to learn all she could about the world of competitive sled pulling. Then, in 2014, it was time to take her shot at

competing in this male-dominated world.

Turning to her good friend Steve Hill and shop Dynamic Diesel, Alisha worked to build her truck into one capable of a solid podium finish at each competition. Halfway through her first season, Alisha discovered her tuner switch hadn't been functioning. With that fixed, she went on to an undefeated second half—even when competing in the class above hers. With an incredible first year behind her, Alisha needed to decide where to go next. She chose to bump up to the 2.5-inch-inducer Class, which meant adding a lot more power.

To support the new power she was planning to make, the stock Allison transmission needed a rebuild. Alisha called on Chris Rosscup and Deviant Race Parts to build a solid Stage 5 slushbox, complete with a triple-disc torque converter and all new internals. A Fleece Performance AlliLocker

SpecSheet

- **YEAR/MAKE/MODEL:** '09 Chevrolet Silverado 2500HD
- **OWNER:** Alisha Dukes
- **HOMETOWN:** Kent, Washington
- **ENGINE:** 6.6L Duramax V-8
- **EXHAUST:** Custom straight-pipe exhaust with miter-cut stack by Mertz Performance
- **ENGINE MANAGEMENT:** Custom EFLive tuning by Bob at Duramaxtuner.com
- **TRANSMISSION:** Stage 5 Allison 1000 six-speed automatic built by Chris Rosscup and Deviant Race Parts
- **SUSPENSION:** 6-inch Fabtech lift kit
- **EXTERIOR/ACCESSORIES:** AMP Research steps from Electricstep.com, custom hydro-dipped and colored parts
- **WHEELS:** 18-inch Fuel Hostage
- **TIRES:** 35x12.50R18 Toyo Open Country M/T
- **SPECIAL THANKS:** Deviant Race Parts, Electricstep.com, Dynamic Diesel Performance, DX2 Parts, Sinister Diesel, VinylFire.com, Duramaxtuner.com, ARB, Bull Built Differentials, Crawl2Run Fabrication, and Mertz Performance
- **FUN FACT:** Alisha's truck, while a formidable sled puller, is still used as her daily driver and kid hauler.





PHOTO: JOEL DEWAARD



is used to control torque converter lockup. Next, the steering received an upgrade with a solid centerlink and tie rods from Kryptonite, Xtreme idler support bracket and frame gussets, Cognito idler and pitman arm supports, and a Moog Problem Solver pitman arm. The front axle is fortified with nearly indestructible halfshafts and CV joints built by Mertz Performance, and an ARB pneumatic locking differential is stuffed in the centersection. Keeping the power moving to the ground is a 0.250-inch Sonnax driveshaft from Drivelines NW. Making sure plenty of fuel is available are a set of 40-percent-over injectors from Alligator Performance, a FASS Titanium 150-gph lift pump, and a Sinister Diesel sump. Things remain relatively unchanged under the hood—for now—

except for a new set of performance tunes from Duramaxtuner.com. Alisha plans to run the 2015 with this configuration and, if need be, an upsized turbo is next on the list.

Alisha describes herself as just your average wife and mom, though she is much more than that. She is a strong woman and a fighter, having beaten cancer less than a year ago. She is extremely passionate about the sport of sled pulling and the diesel performance industry as a whole, and she actively seeks to learn all she can about every aspect of it. It's the kindness and willingness of Alisha's family, friends, and sponsors that make competing—and winning—such a joy. She's looking forward to another great season of showing the boys how sled pulling is done in the Northwest. **8-LUG**

2015 Rallye Aïcha des Gazelles



CHICKS-ONLY RALLY THROUGH THE MOROCCAN DESERT

Eat our dust! While we all love four-wheeling with the guys, this rally is for chicks only and, trust us, it's not for sissies. It's attracted so much attention in the last couple of years that the U.S. fielded 10 teams—the highest number ever—twice as many participants as last year's event. The U.S. girls drove away with a class win, took home two first-time participation prizes, had four teams ranked in the Top 25 of the 4x4 Class, and were the first team to participate in the Quad/Moto/SSV Class. Chrissie Beavis of San Diego, California, and Alyssa Roenigk of Los Angeles took top honors in the Crossover category, one of the four classes. Teams included women with backgrounds that ranged from a Hollywood stuntwoman to a Dakar class winner, a former Wall Street trader, a Los Angeles producer, and stay-at-home moms.

Considered the toughest all-women's sporting event in the world, the off-road rally celebrated its 25th anniversary run with 158 teams representing 33 countries in the 9-day-long grueling contest of motoring and navigating across southern Morocco's varied and challenging landscape, using only a compass, plotter and ruler, black and white maps that date from the '40s to '60s, and their skill and stamina as a two-person team comprised of a driver and navigator. The goal: to achieve the shortest distance

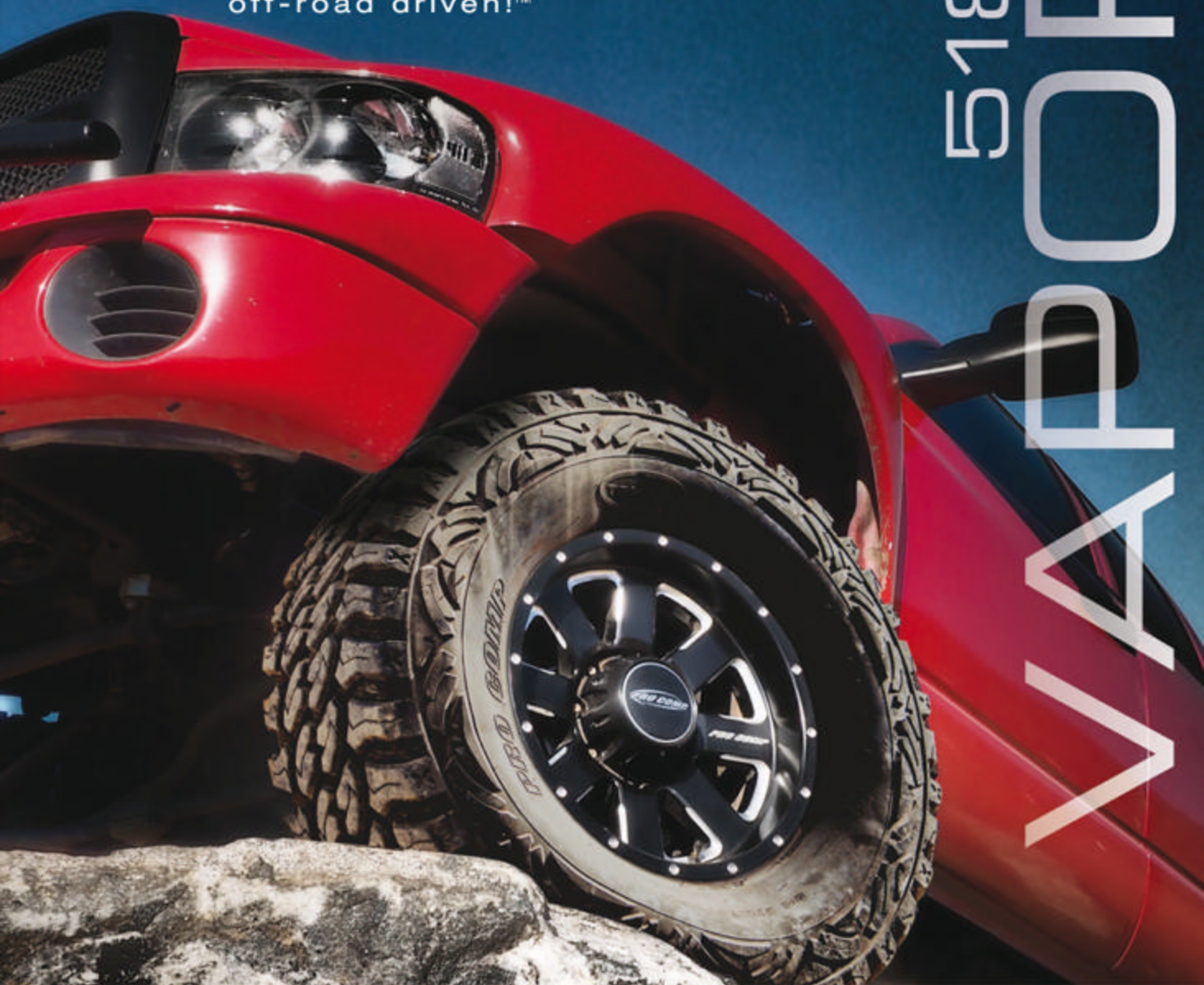


between checkpoints, which are designated as latitude/longitude or distance and heading, rather than speed. The contest measures precise navigation and driving skills, as well as vehicle competence, with no outside assistance or support teams during the competition. This year's event marked the first time the rally included an "expert" division in the 4x4 Class.

Founded by Dominique Serra, the Rallye Aïcha des Gazelles espouses women's empowerment, environmental commitment,



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and support of the people of Morocco, with visits by medical teams and other specialists during the rally in addition to funding and assistance with building schools and other program initiatives. Among the rally's awards are the United Nations' Plant for the Planet and the only sporting event with ISO 14001 certification for its strict environmental practices. Serra was decorated as an Officer Wissam Al Alaoui in Morocco by King Mohammed VI for the positive impact the rally has on the country. **B+L**



"It's funny to be in a rally and all of the sudden you get up to speed and then there will be a camel in your way. We got going pretty fast yesterday, and then we were like, 'Are those rocks moving?' and four camels stood up. I think it will be a long time before someone tells me to turn left at the camel again." - **Alyssa Roenigk, Crossover Class Winner**



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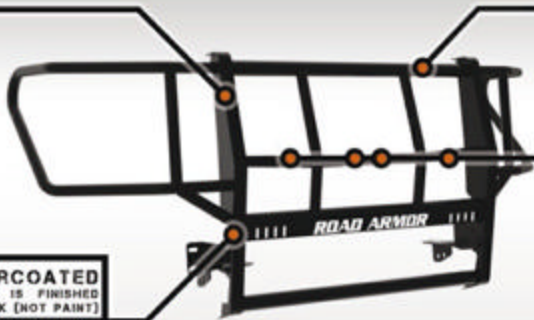


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The summer sun is heating up, and towing anything under it is sure to get the temperatures churning in your truck's drivetrain. Our '04½ Chevy Duramax 2500HD often tows a trailer close behind—sometimes right in the thick of scorching weather. As a preventative measure, we opted to install a larger rear differential cover and transmission pan to give us more available fluid capacity as well as greater cooling ability. As an added bonus, this is also a great time for a fluid change and inspection of what might be hiding under the stock covers.

REAR DIFFERENTIAL COVER

PPE has made the factory cover change out pretty simple, with products that not only come with gaskets but also have ports for inserting a temperature probe just in case you are interested in watching things heat up. Providing you have all your replacement fluids and tools handy, this process can be knocked out in an afternoon.



1. We're starting with the rear differential cover, so we opted to remove the spare tire for easier access. Getting the heavy 2500HD up onto a pair of 6-ton jackstands gave up a little more work area as well. After placing the drain pan under the rear differential housing, it was time to start removing the factory cover bolts.



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2. When you begin pulling the factory bolts from the housing, be sure the drain pan is in place below and leave at least one bolt at the top loose but still screwed into the housing enough to hold the weight of the factory cover. This allows the fluid to drain without a huge mess, as the cover will contain the flow of your escaping fluid.

3. Your next move is to clean off all the old gasket material and make sure the area where your new gasket will mount is grease and grime-free. A dish scouring pad will do wonders for the final touch-up before wiping the mating surface down with some residue-free brake cleaner or rubbing alcohol. It may also be a good idea to clean the new heavy-duty cover as well.

4,5. While our main purpose for changing the differential cover was additional cooling, we took the opportunity to also flush out any junk or old fluid that might have been in the bottom of the differential and clean everything inside as well. A can of brake cleaner goes a long way in spraying off old oil and particulates that rest in the housing. Just be sure to allow the insides to dry before sealing the differential. A shot of compressed air can help dry up any final cleaning fluids left in the bolt holes, or in the differential itself.

6,7. When you are ready to install the new heavy-duty cover, first insert one bolt through the top of the cover (and gasket) and into the housing, as this will make it easier to align and support the cover until you get the remaining bolts started. For our own peace of mind, we used just a small amount of red threadlocker on the new bolts. Using the pattern in the instructions, we tightened the 6mm hex-head bolts to 15 ft-lb, making at least two passes around the cover to be sure we had touched each bolt.

8. The final objective was to refill the rear end with Mobil 1 synthetic 75W-90 gear oil. This meets the GM requirement of GL-5 or higher standard and should do well in our driveline for years. To get the fluid in the new cover, we used a small piece of 1/4-inch hose snugly secured to the top of one bottle cap. This provided the flexibility we needed to be able to squeeze every small drop of lubricant out of the bottles. With the larger heavy-duty cover, the GM rear end will take a little more than 5 quarts of differential fluid compared to the stock unit's 4 quarts.



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TRANSMISSION PAN

Once our heavy-duty rear differential cover was on, it was time to focus on the transmission. Our Allison 1000 transmission, which had been rebuilt by Merchant Automotive in Zeeland, Michigan, will be featured in an upcoming issue. For now, the MA700 Allison trans will get a PPE heavy-duty deep pan. With the company's deep transmission pan PPE has also included a new in-pan filter, which is a no-brainer to change when swapping the pan. This simple swap will allow the fluid to not only run cooler but also stay fresh longer.



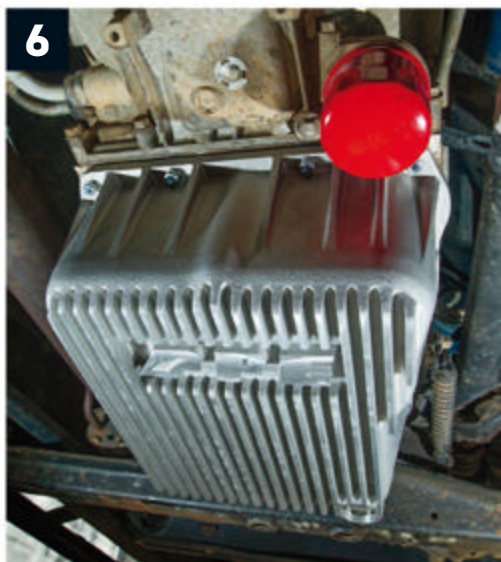
1. The first move is to drain your transmission and remove the screw-on filter that is found on the side of the Allison. When removing the screw-on filter, do not forget to save the magnetic washer on top of the filter (inset image), as it can get accidentally tossed out. You will want to clean this washer and reinstall it with the new screw-on filter.

2. Once the transmission fluid is drained, you can then start removing the bolts that hold on the factory pan. There will be a little fluid in the lower cavities, so be careful to keep the cover level while lowering it to the drain pan. A quick safety net might be to reinstall the drain plug in the factory pan. The gasket on the Allison transmission is reusable, so do not discard it—and be sure to clean it up for reinstallation. Also avoid bending or cutting the gasket in any way to avoid leaks.

3,4. PPE provides a brand new in-pan gasket with the deep pan kit. We pushed back our Merchant Automotive-installed filter support and pulled the old filter out. You must be sure to get the orange O-ring-type gasket (arrow) out of the transmission before reinstalling the new filter. Also, make sure the filter goes in just as the old filter had been positioned prior to removal.

5. The new pan is heavy, so position the clean reusable gasket on the new deep pan and use one 6mm hex bolt to hold it in place while you lift it into position. We found it easiest to place a bolt in opposite ends of the cover to hold it to the transmission while screwing the remaining bolts in position. The 6mm hex bolts will get torqued to 15 ft-lb. Start tightening the four center bolts first. Make at least three trips around the cover tightening the bolts in a crisscross pattern to make sure the cover seats level.

6. With our new deep transmission pan installed, it's time to refill the Allison with AC Delco Dexron VI fluid. With 9 quarts of fluid, we just barely spotted the bottom of the dipstick, and with just about 12 quarts we were at the high mark on the stick. The additional fluid is sure to help with the cooling of our tough Merchant Automotive MA700 Allison transmission and, with the fins on the pan, you can bet it will dissipate heat well also. **BL**



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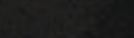
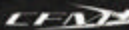
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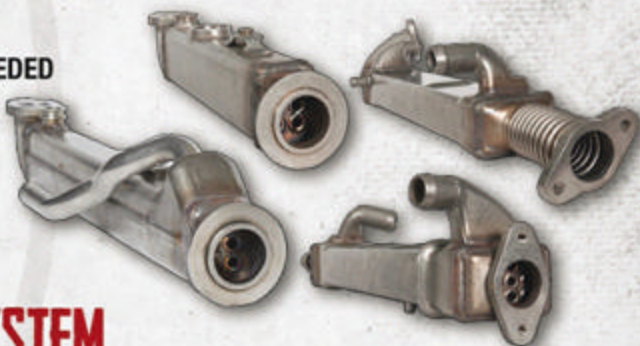
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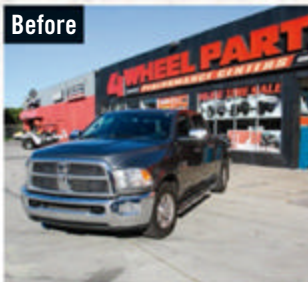


'12 RAM 2500: TWO-DAY TRANSFORMATION

Our friend Mike Ellebrecht, also known as "Mopar Mike," uses his '12 Ram 2500 to tow an enclosed trailer loaded with his '69 Dodge Dart drag car and plenty of spare parts. While the 6.7L Cummins-equipped rig's performance has never disappointed Mike, he wants the truck to stand out from the crowd of other chromed-out stock Laramie editions on the roads of Southern California by blacking out some of the factory bling.

The Ram is a two-wheel-drive model and Mike wants no more than 2 inches of lift because, he says, "My wife already puts up with

Before



When "Mopar Mike" Ellebrecht first saw his '12 Ram 2500 after its appearance transformation was complete, he was excited, saying, "Man, now it looks really tough! Not at all like before. Plus, it sits completely level, which is just what I wanted." To get this aggressive look, the team at 4 Wheel Parts installed the full Smittybilt M1 line of upgrades (bumpers, grille, and fender flares), a 2-inch Daystar suspension lift, black U-Bar/LED front/rear lamps by Anzo USA, 20-inch Gamer 107 wheels by LRG Rims, and 33-inch Pro Comp Xtreme MT2 tires.

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enough and doesn't need the hassle of climbing up into a giant rig." With this being the case, a traditional 4-inch-or-taller lift over 35-plus-inch tires is out of the question—but that doesn't mean Mike is out of luck.

We contacted the folks at 4 Wheel Parts about transforming Mike's truck in just a matter of days. The company specializes in upgrading trucks at 68 locations spread over 17 states, along with providing tons of parts online. With the help of Store Manager Marco Alvarez at the shop in Redondo Beach, California, we put together a lighting and appearance package that completely changes the look of Mike's truck without sacrificing comfort or functionality.

In fact, it actually rides better than before and should never be the victim of another bumper-denting parking lot hit-and-run. Explore the following photos and captions to learn how Mike's '12 Ram 2500 is transformed from looking like it just rolled off the dealer's lot into an aggressive street rig after two full days of work.



1 After Store Manager Marco Alvarez inspects the exterior of the truck and notes information such as the odometer reading, VIN, and build date, he plugs the information into the 4 Wheel Parts computer system to make sure all the parts are a match. After getting the go-ahead to start the job, Technician Uriel Lopez Jr. puts the truck on a lift, secures it with jacks, removes the front wheels, and begins to take apart the front suspension. He gives the stabilizer bar links and steering tie-rod ends a dose of WD-40 and removes the nuts before striking the steering tie rod with a hammer, causing it to release.

2 With the lower control arm supported using two adjustable jacks, Uriel removes the pivot bolts and lowers the arm so the coil spring and factory spacer can be removed. Unlike Chevrolet/GMC trucks with a torsion bar setup, and Fords with twin I-beams in front, two-wheel-drive fourth-generation Ram models use a relatively straightforward fully independent short-and-long-arm coilover suspension.

3 The factory rubber mount is removed and the spring is fitted with a polyurethane Daystar spacer that provides 2 full inches of lift for the front suspension. The Comfort Ride 2-inch lift and leveling kit (PN KC09125BK; \$289.75) comes with two front spacers and longer, high-capacity Scorpion front and rear shocks that are tuned specifically for two-wheel-drive Heavy Duty Ram trucks.

4 Uriel uses the jacks to raise the control arm until the spring is compressed enough for the pivot bolts to be reinstalled on each side of the truck.

5 Uriel uses a grinder to widen the opening in the A-arm to make room for the Daystar Scorpion shocks that have a wider body, which allows for more heat dissipation than the stock parts. The material removed from the control arm is minimal but allows the shock to be installed or removed with the front suspension intact.

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6. Once the spring and shock are secured in place, the steering and stabilizer bar links can be reattached using Loctite to keep the nuts secure.

7. The rear Scorpions also have bodies that are larger than the original dampers, but installation is fairly easy. Uriel installs the bushings and crush sleeves in each end of the shocks and then bolts them into the factory locations.

8. After unbolting the tow hooks and bumper from the frame-mounted crash guards (seen here bookending the radiators) and unplugging the fog lamp wiring harness, Uriel gets some help removing the front bumper and setting it aside. The fog lamp wiring will be reused with the new Smittybilt front bumper.

9. Uriel gets some help from fellow technician Chuy Hermosillo while removing the factory headlamps. In addition to a pair of 10mm bolts between the headlamp assembly and the grille (which has to be removed to replace the headlamps), there's an access panel inside each front fenderwell with a white plastic clip that needs to be slid open by hand to release the assemblies.

10. The U-Bar Black Projector headlamps (PN 111270; \$632.98) by Anzo USA are truly plug-and-play and fit using the factory mounting points and wiring harnesses. The lamps feature a black background, projector-style lenses with glowing "U-Bar" running lamps, and orange LED turn signals.

11. To match the new lamps in front, the taillamps and third brake light are also upgraded. The bed-mounted lights are replaced with Anzo's Black LED taillights (PN 311144; \$368.45) and the cab light is swapped for a smoked third brake light (PN 531071; \$94.95). After snapping the third brake light wiring into the factory harness, Uriel makes sure all the cables are tucked away neatly so the lamp can be fully seated with a good seal to prevent leaks in the cabin—a simple but very important step.



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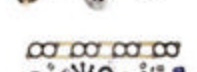
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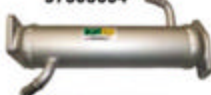


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12. With the original bumper, grille, and frame-rail-mounted crash guards removed, Uriel starts mounting the Smittybilt M1 front bumper (PN SB612802; \$1,299.99) that's made from $\frac{3}{16}$ -inch cold-rolled steel with $\frac{1}{4}$ -inch-thick mounting plates. The factory bolts that hold the crash guards onto the front of the framersails are reused but not tightened until Uriel uses a level to make sure the winch plate is sitting correctly. Next, he drills four $\frac{1}{8}$ -inch holes through the framersails. This is probably the most difficult part of the entire installation process, because $\frac{3}{4}$ -ton frames are built to be super tough, and it takes a total of eight holes to complete this step (one for each side of the framersail). This part of the assembly supports the rest of the bumper.



13. After getting the help of two other technicians, Uriel is able to place the exterior section of the M1 bumper on top of the winch plate and install bolts without fully tightening them. Using three adjustable jacks, he positions the bumper so that all the body gaps and clearances match on both sides of the truck, then tightens all the mounting bolts. Next, the factory lamp wiring is used to power the four bright lamps integrated into the bumper.

14. Instead of simply cutting off the excess fender liner that's exposed by the new bumper, Chuy uses a heat gun to mold the factory plastic. Then he fabricates custom brackets that attach to the liners and hold them out of view. He says modern Ford Super Duty trucks have so much excess liner that it can be stuffed all the way into the structure of the M1.

15. After detaching the wires for the rear parking sensors and the license plate lamps, Uriel gets a hand from Service Manager Adolf Eudave while removing the rear bumper. Truck owner Mike Ellebrecht says the big dent in the passenger side of the bumper was a gift from a hit-and-run driver who didn't bother to leave a note.

16. The Smittybilt M1 rear bumper (PN S/B614802; \$999.99) should have no problem repelling parking lot punks. It's also made from $\frac{3}{16}$ -inch steel and is designed to match the front bumper, grille, and fender flares. The bumper includes mounts for the factory parking sensors, license plate lamps, a trailer wiring harness, and integrated backup lamps. Chuy connects these to the truck's Reverse lamp system, but there's also an optional wired remote switch that can be mounted inside the cab of the truck for manual control.



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17



20



17. We've been told that improperly cutting a modern Ram grille can be a \$900 mistake, so during his initial pass, Uriel stays well away from the frame of the grille. Once the centersection is removed, he carefully uses a grinding wheel to remove the remnants of the grille slats. Using masking tape on the frame of the grille can help you avoid scratching the chrome finish. Chuy helps Uriel drill the multiple holes and adjust the numerous brackets that pull the M1 grille (PN S/B615802; \$369.99) flush with the original frame. It's a time-consuming process, but the result is a slick look that helps tie together the M1 theme.

18



18. With the suspension lifted and the rest of the truck complete, Uriel moves on to mounting the LT295/55R20 Pro Comp Xtreme MT2 tires (PN PCT700295; \$394.99) onto 20x9 LRG Gamer 107 Matte Black wheels (PN LRG10729083718; \$294.99). He makes sure to install the tire pressure monitors inside each rim before mounting the large 33-inch tires. Next, he balances the tires after spray-painting the ½-ounce weights black so they blend in with the Matte Black finish. Then, he installs the wheels on the truck and uses a torque wrench to make sure every single nut is tightened to spec. Store Manager Marco Alvarez helped pick out this tire and wheel combination (choosing wheels with an 18mm offset) with the guarantee that the knobby front tires would not stick out too much or rub, even at full steering lock, and he was absolutely right.

19



19. The black Smittybilt M1 fender flares (PN S/B17492; \$399.99) provide some added clearance for wide tires while continuing the blackout look of this project buildup. The factory Laramie fender flares are held in place by screws inside the fenderwells and tape on the body of the truck. After installing the decorative screws in the M1 flares, Uriel applies the water sealing mounting tape at the top edge of each flare, positions them on the truck, and then securely screws them into place inside the fenderwells.

20. Adolf racks the Ram on the in-house laser alignment lift and gets the camber, caster, and toe readings within range to make sure the Ram rides true after all the upgrades. After double-checking the torque on all 32 wheel nuts himself (it's shop policy to have at least two people check before any truck leaves with a customer) and inspecting the fit of all the new parts, Adolf hands over the keys to Mike's "new" truck.

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The Anzo USA lights along with the lamps in the Smittybilt M1 bumpers completely change how Mike's '12 Ram 2500 looks in the dark, transforming it from an everyday Ram into a street machine with an angry scowl. The headlamps are adjusted until the bottom frame of the beams is 2½ feet from the ground when the truck is 20 feet away from a wall. The adjustment knob for the Anzo lamps is in the same place as the factory parts and accessed through a hole in the sheetmetal above the light assemblies. **6x4**

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Kelly Fromm is no stranger to project vehicles. Over the years, he has built several highly regarded cars and trucks that carry the theme of military appreciation. Kelly, now retired from the U.S. Army, spent several years serving this country and has now taken a lead to help out and give back to our military veterans. He began the Rev-It-Up for Wounded Warriors Memorial Tour, a rolling tribute to those who have served in our armed forces. The tour raises awareness, support, and money for

veterans and their families as Kelly tours the country attending events. Kelly's first two trucks, the Fallen Warrior and the Freedom Fighter, have served valiantly over the past several years, but it came time for Kelly to have a new hauler to lead the way on his cross-country tour. Kelly's a GM man and opted for the four-wheel-drive '15 GMC Sierra Denali 3500HD dualie, powered by a 6.6L Duramax V-8, as soon as it hit the dealer lot. His goal: to transform it into a tribute truck to honor our troops. And with that, High Honor was born. Kelly wanted this build to be more personal, so he reached out to his followers

on social media to help pick components and the color scheme, and to get their feedback as the build progressed.

Starting with the wrap, this dualie is running 3M 1080 digital camo with UV graphics to further honor the troops when the light hits the GM just right. Up front, a Royalty Core RC3 grille was swapped in place of the Denali chrome unit and features a pair of OLB LED lightbars. The stock projection headlights were retained while the bumper was swapped for an Iron Cross heavy-duty unit, which holds an assortment of LED lights and surveillance cameras. Bushwacker

HIGH HONOR

BY CARTER REED ■ PHOTOS: CARTER REED





pocket-style fender flares provide additional tire coverage for the 35x12.50R22 Toyo M/T tires mounted on 22-inch Fuel Full Blown wheels. To provide clearance for the larger meats, a BDS 6.5-inch High Clearance System was installed along with Fox 2.0 shocks at each corner. Up top, a Rackworks storage rack was mounted and holds four 50-inch LED lightbars and even more surveillance cameras. Iron Cross HD steps make accessing the cab and bed easier. The bed features a pair of Diamond Performance stacks, a TransferFlow fuel tank, CargoGlide bedslide 1500, and a Truck Covers USA bedcover. Out back, the truck has a custom set of High Honor mudflaps and an Iron Cross

SpecSheet

- **YEAR/MAKE/MODEL:** '15 GMC Sierra 3500HD 4x4 dualie
- **OWNER:** Kelly Fromm
- **ENGINE:** 6.6L Duramax V-8
- **EXHAUST:** Diamond Performance dual exhaust with Diamond stacks
- **ENGINE MANAGEMENT:** Edge Evolution tuner, Banks Straight-Shot water-methanol injection, Banks iQ 2.0 controller
- **HORSEPOWER:** 575 hp (est.)
- **TORQUE:** 950 lb-ft (est.)
- **TRANSMISSION:** Allison 1000 six-speed automatic
- **SUSPENSION (FRONT/REAR):** BDS 6.5-inch high-clearance lift kit with Fox 2.0 shocks
- **INTERIOR/AUDIO/VISUAL:** CB radio, police scanner, iPad, and 17-inch Accele monitor
- **EXTERIOR/ACCESSORIES:** 3M wrap, Royalty Core grille, Iron Cross bumpers, TransferFlow fuel tank, Bushwacker flares, Rackworks storage rack, CargoGlide bedslide, Truck Covers USA bedcover, Iron Cross steps, and lots of LED lights
- **WHEELS:** 22-inch Fuel Full Blown
- **TIRES:** 35x12.50R22 Toyo Open Country M/T
- **FUN FACT:** Kelly uses this truck to support his charity work, Rev-It-Up for Wounded Warriors Memorial Tour, a rolling tribute to those who have served in our armed forces.

bumper with even more LEDs and cameras wired up.

Under the hood, the stock 6.6L Duramax V-8 was fitted with several upgrades to produce an estimated 575 hp and 950 lb-ft of torque. Power-adders include an AFE Power cold-air intake, Banks Power Straight-Shot water-methanol injection kit, and Banks iQ 2.0 controller. Also installed were an Edge Products Evolution tuner and Diamond Performance dual exhaust with Diamond stacks. Inside the cockpit, Kelly has a plethora of switches, gauges, and monitors. A CB radio, police scanner, iPad, and 17-inch Accele monitor have supplemented the factory stereo and navigation. From controlling lights and monitoring engine vitals to 360-degree video recording, this GMC is a mobile command center. Black leather seat covers were added with the High Honor logo embroidered into the headrests to finish out the truck. If you see Kelly and his Sierra at a show—and chances are good that you will—be sure to stop and say thank you for all he's done for our country and its veterans. **B-L**

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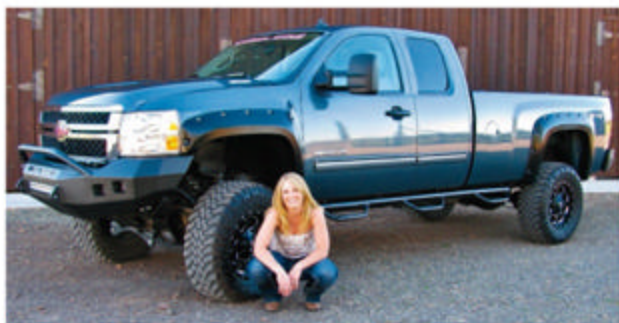
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- **OWNER:** Jennifer Weir
- **HOMETOWN:** Ft. Lauderdale, Florida
- **ODOMETER:** 5,000 miles
- **FUEL ECONOMY:** 15 to 17 mpg
- **ENGINE:** 6.6L Duramax V-8
- **TRANSMISSION:** Allison six-speed automatic
- **MODS:** 10-inch Full Throttle Suspension lift kit with quad chrome rear shocks, 24x12 American Force wheels with Toyo Open Country M/T tires, AMP Research steps, Flo-Pro exhaust, PPEI tune, and Rigid rock lights for the undercarriage
- **OWNER SAYS:** "I'm definitely a GM girl at heart, but this is by far my favorite truck and favorite build! I can't get enough of driving it!"




MAXIMUM ATTITUDE

- **YEAR/MAKE/MODEL:** '11 Chevy Silverado 2500HD
- **OWNER:** Jessica Goza
- **HOMETOWN:** McArthur, California
- **ODOMETER:** 29,000 miles
- **FUEL ECONOMY:** 18 to 21 mpg
- **ENGINE:** 6.6L Duramax V-8
- **TRANSMISSION:** Allison six-speed automatic
- **MODS:** H&S Mini Maxx programmer, 5-inch exhaust from Flo-Pro, Air Dog II fuel system, 6-inch Fabtech lift kit, Fabtech tie-rod ends, Winch Ready front bumper, Rigid Industries LED lights, 18x10 Fuel Boost wheels, 35x12.50R18 Toyo M/T tires, Bushwacker fender flares, N-Fab steps, Industrial Injection twin-turbo kit, 20-percent-over injectors, ARP head studs, an added CP3 pump, and fully built transmission from SunCoast
- **OWNER SAYS:** "This truck is my daily driver and horse hauler. Once the snow melts, she will also be hauling my husband's custom-built race/pull truck to diesel events. I plan to hook her up to a sled for the first time as well!"



SHOW & GO

- **YEAR/MAKE/MODEL:** '99 Ford F-350
- **OWNER:** Emily Harrison
- **HOMETOWN:** Lexington, Kentucky
- **ODOMETER:** 251,000 miles
- **FUEL ECONOMY:** 14 mpg
- **ENGINE:** 7.3L Power Stroke V-8
- **TRANSMISSION:** 4R100 four-speed automatic
- **MODS:** Custom straight-pipe exhaust, engine programming chip, and an Eclipse Sport Truck body kit
- **OWNER SAYS:** "This is my daily driver show truck. I recently won Second Place out of five in the '88-to-present 4x4 Class at the Cavalcade of Customs show in Cincinnati, Ohio, and best late-model truck two years in a row in a 500-plus car show in Augusta, Kentucky. No one believes it is my daily driver until they see the mileage. We can pull a trophy at a show on Saturday and pull a horse trailer on Sunday. This truck is my baby." 

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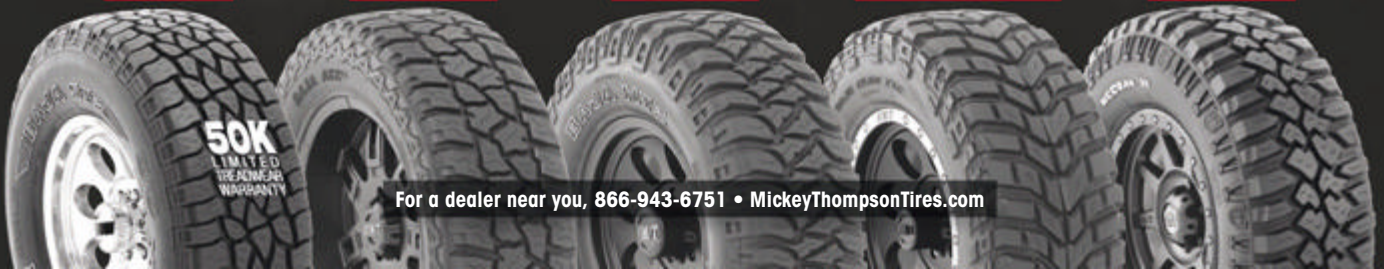
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